

Amendments to the Claims:

The listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1-6. (Canceled)

7. (New) A method for controlling the operation of a reversible belt retractor to release a belt extraction lock, which can be activated by an acceleration sensor, so that, after the belt retractor has been triggered as a consequence of a hazardous situation having been detected and after the hazardous situation has been recognized as being over, the operation of the belt retractor is controlled by a release signal at a release time in order to bring about the release of the belt extraction lock to shift it from a blocking state into a comfort-providing state, comprising:

determining a release time in which the belt extraction lock is not effective with a sensor model algorithm based on a model of the acceleration sensor and with at least one variable characterizing the running dynamics, and

controlling the operation of the belt retractor by the release signal at the release time.

8. (New) The method as claimed in claim 7, wherein the release time is determined as being a time at which the sensor model algorithm reveals that

the acceleration detected by the acceleration sensor is smaller than a specifiable acceleration threshold value.

9. **(New)** The method as claimed in claim 8, wherein the release time is determined as being a time at which the sensor model reveals that the acceleration detected by the acceleration sensor has dropped below a specifiable acceleration threshold value for at least a specifiable period of time.

10. **(New)** The method as claimed in claim 7, wherein the acceleration sensor is a mechanical sensor and the sensor model is a mathematical model of the mechanical sensor.

11. **(New)** The method as claimed in claim 7, wherein, in order to determine the release time, use is made of at least one of transverse acceleration, wheel speeds and yaw acceleration of the vehicle.

12. **(New)** The method as claimed in claim 11, wherein, in order to determine the release time, use is made of the transverse acceleration and the wheel speeds and the yaw acceleration of the vehicle.

13. **(New)** The method as claimed in claim 8, wherein the acceleration sensor is a mechanical sensor and the sensor model is a mathematical model of the mechanical sensor.

14. (New) The method as claimed in claim 9, wherein the acceleration sensor is a mechanical sensor and the sensor model is a mathematical model of the mechanical sensor.

15. (New) The method as claimed in claim 8, wherein, in order to determine the release time, use is made of at least one of transverse acceleration, wheel speeds and yaw acceleration of the vehicle.

16. (New) The method as claimed in claim 9, wherein, in order to determine the release time, use is made of at least one of transverse acceleration, wheel speeds and yaw acceleration of the vehicle.

17. (New) The method as claimed in claim 10, wherein, in order to determine the release time, use is made of at least one of transverse acceleration, wheel speeds and yaw acceleration of the vehicle.

18. (New) The method as claimed in claim 13, wherein, in order to determine the release time, use is made of at least one of transverse acceleration, wheel speeds and yaw acceleration of the vehicle.

19. (New) The method as claimed in claim 14, wherein, in order to determine the release time, use is made of at least one of transverse acceleration, wheel speeds and yaw acceleration of the vehicle.

20. (New) The method as claimed in claim 15, wherein, in order to determine the release time, use is made of the transverse acceleration and the wheel speeds and the yaw acceleration of the vehicle.

21. (New) The method as claimed in claim 16, wherein, in order to determine the release time, use is made of the transverse acceleration and the wheel speeds and the yaw acceleration of the vehicle.

22. (New) The method as claimed in claim 17, wherein, in order to determine the release time, use is made of the transverse acceleration and the wheel speeds and the yaw acceleration of the vehicle.

23. (New) The method as claimed in claim 18, wherein, in order to determine the release time, use is made of the transverse acceleration and the wheel speeds and the yaw acceleration of the vehicle.

24. (New) The method as claimed in claim 19, wherein, in order to determine the release time, use is made of the transverse acceleration and the wheel speeds and the yaw acceleration of the vehicle.